| Instructions: | Key |
|---|---|
| In the yellow colored boxes, input scores for each option and criteria according to the scoring system | Input score here |
| defined in the "Definition of Criteria" column. | Highest scored option |
| All other cells update automatically. | Lowest scored option |

PND ENGINEERS, INC.

# *Gary Paxton Industrial Park - Vessel Haulout Site Selection Decision Matrix*

| Category | | Decision Factors: Criteria | Weight % | Options and Scoring: Option 1 - South, Adjacent to SBS: Input Score | Option 1: Normalized Score | Option 1: Weighted and Normalized Score | Option 2 - Over Existing Ramp: Input Score | Option 2: Normalized Score | Option 2: Weighted and Normalized Score | Option 3 - Adjacent to NSRAA: Input Score | Option 3: Normalized Score | Option 3: Weighted and Normalized Score | Definition of Criteria |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cost | 1 | Construction Cost | 20.0% | 1.20 | 0.83 | 0.17 | 1.10 | 0.91 | 0.18 | 1.00 | 1.00 | 0.20 | ROM Estimated Construction Cost $ Amount (Ratio to Lowest Cost) |
| | 2 | Permitting Required | 2.5% | 2 | 1.00 | 0.03 | 2 | 1.00 | 0.03 | 2 | 1.00 | 0.03 | Level of permitting efforts associated with the option.<br>1 = Minimal<br>2 = Average<br>3 = Extraordinary |
| | 3 | Geotechnical Conditions | 2.5% | 2 | 1.00 | 0.03 | 2 | 1.00 | 0.03 | 2 | 1.00 | 0.03 | Geotechnical conditions conducive to project?<br>1 = Conducive<br>2 = Neutral<br>3 = Not Conducive |
| | 4 | Deepwater Access | 7.5% | 1 | 1.00 | 0.08 | 2 | 0.50 | 0.04 | 2 | 0.50 | 0.04 | Does the option provide access to allow for deep draft vessels?<br>1 = Good Access<br>2 = Neutral<br>3 = Poor Access |
| | 5 | Available Utilities | 7.5% | 1 | 1.00 | 0.08 | 1 | 1.00 | 0.08 | 1 | 1.00 | 0.08 | Does the option provide access to suitable utilities; electrical, water, sewer, storm?<br>1 = Good Access<br>2 = Neutral<br>3 = Poor Access |
| | 6 | Existing Corridor Required Improvements | 10.0% | 4 | 0.50 | 0.05 | 2 | 1.00 | 0.10 | 2 | 1.00 | 0.10 | What level of upgrades are required to the existing access corridor to accommodate travel lift operations?<br>1 = Minimal upgrades<br>2 = Some Upgrades<br>3 = Nuetral<br>4 = Significant Upgrades<br>5 = Prohibitive Upgrades |
| Operations | 7 | Wind and Wave Exposure | 5.0% | 2 | 0.50 | 0.03 | 1 | 1.00 | 0.05 | 1 | 1.00 | 0.05 | Exposure to wind and wave conditions that may limit operations.<br>1 = Minimal Exposure<br>2 = Some Exposure<br>3 = Exposed |
| | 8 | Proximity to Upland Storage Area(s) | 10.0% | 3 | 0.33 | 0.03 | 1 | 1.00 | 0.10 | 2 | 0.50 | 0.05 | Proximity to proposed boat storage.<br>1 = Close<br>2 = Nuetral<br>3 = Far |
| | 9 | Traffic Conflicts and Safety | 10.0% | 3 | 0.33 | 0.03 | 1 | 1.00 | 0.10 | 1 | 1.00 | 0.10 | Potential for operations conflicts with GPIP vehicular and pedestrian traffic.<br>1 = Minimal conflict potential<br>2 = Some conflict potential<br>3 = Significant conflict potential |
| | 10 | Security | 5.0% | 3 | 0.33 | 0.02 | 1 | 1.00 | 0.05 | 1 | 1.00 | 0.05 | Does securing the pier and boatyard with fencing and gates impact other GPIP operations?<br>1 = Minimal Impacts<br>2 = Some Impacts<br>3 = Significant Impacts |
| | 11 | Impacts to Adjacent Operations | 2.5% | 3 | 0.33 | 0.01 | 2 | 0.50 | 0.01 | 1 | 1.00 | 0.03 | Does the option conflict with current or potential future operations, revenue streams and/or private enterprise?<br>1 = Minimal conflicts<br>2 = Some conflicts<br>3 = Significant conflicts |
| Expansion | 12 | Expansion Capability | 10.0% | 1 | 1.00 | 0.10 | 1 | 1.00 | 0.10 | 1 | 1.00 | 0.10 | Does the option provide space to construct an initial 150T pier followed by a future larger pier.<br>1 = Yes<br>2 = No |
| Risk | 13 | Overall Constructability Risk | 7.5% | 2 | 1.00 | 0.08 | 2 | 1.00 | 0.08 | 2 | 1.00 | 0.08 | Risk of cost or schedule inflation due to unknown/ undetermined variables at the time of this analysis.<br>1 = Low Risk<br>2 = Moderate Risk<br>3= High Risk<br>4 = Very High Risk |
| | | | 100.0% | Overall Scores* | | 70.83 | | | 93.18 | | | 91.25 | |

| Best overall option: | Option 2 - Over Existing Ramp | | | | | | |
|---|---|---|---|---|---|---|---|
| Score Summary by Category | | | | | | | |
| Major Category | Total Weight | Option 1 Score* | Option 1 Rank | Option 2 Score* | Option 2 Rank | Option 3 Score* | Option 3 Rank | Major Category |
| Cost | 50.0% | 41.67 | 3 | 44.43 | 2 | 46.25 | 1 | Cost |
| Operations | 32.5% | 11.67 | 3 | 31.25 | 1 | 27.50 | 2 | Operations |
| Expansion | 10.0% | 10.00 | 1 | 10.00 | 1 | 10.00 | 1 | Expansion |
| Risk | 7.5% | 7.50 | 1 | 7.50 | 1 | 7.50 | 1 | Risk |
| Totals | 100.0% | 70.83 | 3 | 93.18 | 1 | 91.25 | 2 | |

*Note matrix scores multiplied by 100 for clarity.